

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	Poland	REPORT	
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1. The Polish ships GDYNIA and SZCZECIN are 5,000-ton coalers of the DONBAS type which the USSR has refused to accept because they have Polish engines. The engines are faulty because the auxiliary turbines of Polish construction, modeled after the Auerbach and other types, do not work and must be disconnected. The ships can run on the main engine only. Since ten such engines were manufactured in Poland, the loss is estimated at 200 million slotys.
2. With respect to ship construction in the Szczecin Shipyard, thus far ten ships have been launched, three are on the slips, and the keel is being laid for another 5,000-ton vessel.
3. Construction costs of the MALBORK, which entered service in early May 1955, were 27,600,000 slotys. She is described as "quite a good ship", except that, because of the inferiority of Polish materials, a great many parts of Polish manufacture must be replaced by foreign ones. This applies chiefly to gaskets, rubber parts, packing, etc., and these parts are being gradually replaced as the ship calls at foreign ports.
4. A gyrocompass will be installed when the MALBORK calls at Hamburg in the second half of May 1955, and steps are being taken there for the purchase of radar. The hull and the engine are quite good and the nominal output of the engine, 1,650 hp, can be easily increased to 2,200 hp. The ship has two searchlights of 1,000 watts each, and a radio-telephone with an output of 22 megacycles, with an unlimited range. 25X1
5. Ships of this type are sold to the USSR at five million rubles each with a rate of exchange of one ruble to one sloty.

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